

Message Text

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15

ACTION ARA-10

INFO OCT-01 ISO-00 SNM-02 AID-05 CIAE-00 INR-07 NSAE-00

/025 W

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R 082235Z APR 76

FM AMEMBASSY MEXICO

TO SECSTATE WASHDC 4126

INFO DEA HQS WASHDC

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S/NM FOR AMB VANCE; AID/SER/INC FOR WAMPLER; DEA - EOI CUSACK

E.O. 11652: N/A

TAGS: SNAR, MX

SUBJECT: FOLLOW-UP REPORT ON CRASH OF MODEL 212 (XC-BET)

REF: A) MEXICO 4061

1. SUMMARY: MODEL 212 XC-BET (BELL SERIAL NO 30752) CRASHED AT APPROXIMATELY 10:25 ON 29 MARCH 76 IN THE SANTO DOMINGO RIVER BASIN IN THE VICINITY OF SAN JOSE DEL LLANO, STATE OF SINALOA, WHILE ATTEMPTING AN OPERATIONAL MISSION SLING-LOAD LANDING. PRELIMINARY FINDINGS BY INVESTIGATION TEAM INDICATE PRIMARY CAUSE OF ACCIDENT WAS A DOWN-WIND LANDING. ON SITE DAMAGE SURVEY INDICATES AIRCRAFT IS REPAIRABLE. END SUMMARY.

2. ACCIDENT INVESTIGATION TEAM CONSISTING OF CAPTAIN VIDEZ, LT PLATA, CAPTAIN LOMELI, AND JOHN FORD ARRIVED AT THE CRASH SITE AT 10:30 ON 30 MARCH 76. THE AIRCRAFT WAS UNDER MILITARY GUARD AND HAD NOT BEEN DISTURBED. THE CRASH SITE IS 3,000 FEET ABOVE SEA LEVEL IN AN AREA APPROXIMATELY 150 FEET BY 850 FEET AND IS SURROUNDED BY HILLS APPROXIMATELY 4,500 FEET ELEVATION EXCEPT FOR NARROW CANYON OPENING TO THE NORTH AND SOUTH.

3. PRELIMINARY INVESTIGATION REVEALS THAT AN ATTEMPTED
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LANDING TO THE SOUTH WAS MADE BY AG PILOT VALENCIA CEBALLOS.

WIND WAS REPORTEDLY FROM THE SOUTH 15 KNOTS, GUSTING TO 20 KNOTS, TEMPERATURE 70 DEGREES FARENHEIT. ON SHORT FINAL APPROACH EVERGREEN PILOT WINGO DETERMINED THE APPROACH ANGLE TOO STEEP, TOOK CONTROL OF THE AIRCRAFT AND EXECUTED A GO-AROUND. AT THIS POINT, CAPTAIN WINGO REPORTS, QUOTE I HAD SUFFICIENT POWER TO MANEUVER EASILY AROUND THE TURN AND MY WINDS HAD NO EFFECT, IF ANY; IN FACT, I FELT THERE WAS NO LONGER A REAL WIND FACTOR. AT THAT POINT, I DECIDED TO ABORT THE PATTERN (ORIGINAL) AND LAND TO THE NORTH. END QUOTE. THE GO-AROUND CONSISTED OF A SOUTHERLY CLIMB TO APPROXIMATELY 300 FEET ABOVE THE GROUND, FOLLOWED BY A 270 DEGREE RIGHT TURN AND A 90 DEGREE LEFT TURN TO SHORT FINAL APPROACH LANDING NORTH. ON SHORT FINAL APPROACH AND AT 100 FEET ABOVE THE GROUND THERE WAS A SUDDEN LOSS OF LIFT AND THE AIRCRAFT FELL TO THE GROUND. THE PILOT FURTHER REPORTS QUOTE MY LAST THOUGHT WAS TO JETTISON THE ROLLAGON (SLING LOAD). I GRABBED WITH THE FINGERS OF MY RIGHT HAND BUT INSTEAD OF FINDING THE JETTISON BUTTON, MY HAND CLOSED AROUND THE HERBICIDE RELEASE VALVE SWITCH MOUNTING BRACKET WHICH WAS CLAMPED ONTO THE CYCLIC STOCK AND FAILED TO REACH THE JETTISON BUTTON. END QUOTE. THE AIRCRAFT IMPACTED IN A LEVEL ATTITUDE, BOUNCED 21 YARDS, TURNED LEFT 45 DEGREES, IMPACTED A SECOND TIME ON THE RIGHT SIDE SKID, BOUNCED ANOTHER 38 YARDS AND CAME TO REST ON THE LEFT SIDE OF THE FUSELAGE. THE ROLLAGON (SLING LOAD) WAS TRAILING THE AIRCRAFT THROUGHOUT THE MANEUVERS.

4. PRELIMINARY FINDINGS ARE: THERE WAS NO MECHANICAL FAILURE. THE PRIMARY CAUSE OF THE ACCIDENT WAS A DOWN-WIND LANDING. THE LOCATION OF THE HERBICIDE RELEASE VALVE SWITCH WAS A CONTRIBUTING FACTOR.

5. CORRECTIVE ACTION: PILOTS ARE BEING BRIEFED ON THE HAZARDS RESULTING WHEN QUESTIONABLE AND TURBULENT WIND CONDITIONS EXIST. THE HERBICIDE RELEASE VALVE SWITCH IS BEING MOVED TO A POSITION WHICH WILL NOT INTERFERE WITH THE OPERATION OF THE CARGO RELEASE SWITCH.

6. THERE IS MAJOR DAMAGE TO THE AIRCRAFT MAIN ROTOR BLADES, TAIL ROTOR BLADES, AND DRIVE CHAIN; HOWEVER, BHC TECHNICIAN WOOD AND LT PLATA AGREE THE FUSELAGE AND ENGINES ARE LIMITED OFFICIAL USE

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REPAIRABLE.

7. THE STEERING COMMITTEE IS HOLDING IN ABEYANCE THE DECISION ON WHETHER TO REPLACE THE MODEL 212 PENDING FINAL RESOLUTION ON THE REPAIRS AND THE LEADTIME TO PLACE XC-BET BACK IN OPERATION FOR NEXT INTENSIFIED CAMPAIGN, NOW SCHEDULED FOR MID-SEPTEMBER 76. WILL ADVISE.
THOMPSON

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Message Attributes

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Draft Date: 08 APR 1976
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Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
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